(c) what is the number of wagons and tanker wagons that are being utilised for the above operations separately; and

(d) what is the number of new wagons and tanker wagons that are proposed to be put on rails in next three years to meet the increased demand indicating estimated cost involved therein?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

Goods traffic handled per day

Year	Tonnage	Earnings
	(in 000)	(Rs crores)
1983-84	629	88·84
1984-85	648	9.49
1985-86	708	11.60

Year	Tonnage of liquid cargo including petroleum products perday	Revenue earned per day
	(in 000)	(Rs.crores)
1983-84	51·4	1·18
1984-85	52·5	1·22
1985-86	53·0	1·35

(c) The total fleet of wagons, including tank wagons for liquid cargo, during the last three years, was as under. A part of liquid cargo also moves in general service wagons.

Year	No. of wagon (in units)	
	Total including Tank wagon	Tank wagons
	[illegible]	
	365392	[illegible]
	359614	35491

(d)

Year	No. of wagons planned for production		Estimated cost Rs. crores
1987-88	19000	1700	418
1988-89	22000	1700	484
1989-90	22349	1500	492

Cost involved in cargo handling by Railways

237. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated expenditure incurred by Railways to create cargo handling capacity per tonne in case of solid and liquid cargo, separately; and

(b) the extra dead weight which is required to be transported for transportation of liquids indicating the difference in weight between the empty, wagon chassis and the weight of a tanker wagon with chassis?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The investment required for creating one tonne of wagon capacity is approximately Rs. 11,000 for both liquid and solid cargo.

(b) The extra dead weght *i.e.* tare weight of B. G. tank wagons (in four wheeler) carrying liquids varies from 10.75 tonnes to 24.38 tonnes.

The difference in weight between an empty wagon and loaded wagon varies from 10.75 tonnes (in empty condition) to 32.6 tonnes (in loaded condition) per B.G. four wheeler.